

HERE IS A PRACTICAL CYCLE ROUTE FOR CROSSING BROOKLYN BRIDGE SAFELY.

Safe and Inexpensive, and the Best of the Plans Submitted to Date.

ELEVATORS NOT NEEDED.

Pathway to Be Carried Over the Trolley Tracks Where the Cars Enter the Sheds.

A CIVIL ENGINEER'S OPINION.

Walter J. Meserole Says That the Whole Work Could Easily Be Completed Within Six Months.

OUT of the numerous plans for a feasible bicycle pathway over the Brooklyn Bridge, the Journal herewith presents one which has received the most favorable comment of all the experts whose opinions have been solicited. The accompanying illustration, drawn from carefully planned measurements, shows the way the path would look when completed. Briefly, the idea is to use the light braces which are strung over the roadway of the bridge spans and to erect a light metal scaffolding over these same cabletrucks, where they can run on the solidly built approaches of the Bridge. When the train sheds at the termini are reached the bicycle path sweeps out in a graceful, easy curve over the tracks laid for the trolley cars. Thence the line of the trolley cars is followed to the point where they swerve under the train sheds. Here a comparatively sharp grade is necessary to fetch the wheelmen to the level of the street.

For the purpose of illustration the New York end of the structure is selected, as the engineering difficulties at that end of the Bridge are much greater than at the Brooklyn end, where there is much more space and an easier grade can be followed. Hundreds of letters praising the Journal for its energetic stand in this matter and urging it to present the scheme for a safe cycle path have been received. Some of the writers added suggestions or rough drawings. These were all noted and the good points of each, as it was believed, laid aside for further consideration. From this mass of crude material the accompanying plan was evolved.

Considered to Be the Best Plan.

From the beginning of the tedious talk six months ago about the necessity of providing means whereby the thousands of cyclists of both sexes who cross the Bridge might have a clear route, the idea of utilizing the light cross beams which are laid over the cable cars has been generally regarded as the easiest and best way of accomplishing part of the desired scheme.

It would be necessary merely to lay light planks on these cross beams and fasten them. Wheels are so light and tires so inelastic that such a roadway would be lasting and comparatively cheap. At the towers, where the path for pedestrians crosses the trolley tracks and runs out over the cable cars, it would be necessary to narrow it enough to leave a width of thirty inches for the wheelmen. As the riders would all be going in one direction, they would go in single file at these points.

When the ends of the spans are reached there is nothing at all over the cable cars until the train sheds, or depots, as they are called by courtesy, are encountered. Here the plan outlined by many cyclists suggested by Engineer Smith last May, met with complications. One idea advanced was to use elevators at the ends of the spans, half-constructed paths. But the difficulties and inconvenience incident to this were palpable. As an illustration, take the elevator used at the One, Three, Five and Sixteenth street station of the elevated road in New York, on Eighth avenue. If a dozen bicyclists presented themselves at one of the elevators, they would be overcrowded and the riders grow impatient at the delay incident to raising them to the level of the elevated tracks. Another idea was to use the space between the spans to build a series of sheds, where the proposed elevators for the Brooklyn Bridge street wheels and wheelmen? It would be the same as the sheds in the front street, though the idea of an elevator for passengers who intend to take the cable cars or at about that point has been suggested by the Brooklyn Journal. The plan outlined by many cyclists suggested by Engineer Smith last May, met with complications. One idea advanced was to use elevators at the ends of the spans, half-constructed paths. But the difficulties and inconvenience incident to this were palpable. As an illustration, take the elevator used at the One, Three, Five and Sixteenth street station of the elevated road in New York, on Eighth avenue. If a dozen bicyclists presented themselves at one of the elevators, they would be overcrowded and the riders grow impatient at the delay incident to raising them to the level of the elevated tracks. Another idea was to use the space between the spans to build a series of sheds, where the proposed elevators for the Brooklyn Bridge street wheels and wheelmen? It would be the same as the sheds in the front street, though the idea of an elevator for passengers who intend to take the cable cars or at about that point has been suggested by the Brooklyn Journal.

A Way Out of the Difficulty.

There is nothing to hinder having a light structure, composed of two uprights and a cross beam, similar to the superstructure under which the cable cars run in crossing the spans, erected from the spot where the present superstructure crosses the spans, to the train sheds. As it would not be practicable to run a bicycle path into these sheds, the next best plan is to build a shed at the end of the spans, where the cable cars enter the sheds. Here it would have to be placed over the trolley car tracks, in allowing room for glider, elevated structures, in the streets where trolley cars run, it is customary to allow a height of eighteen feet. This gives the structure a height of four feet from the ground to the top of the shed. Here it would have to be placed over the trolley car tracks, in allowing room for glider, elevated structures, in the streets where trolley cars run, it is customary to allow a height of eighteen feet. This gives the structure a height of four feet from the ground to the top of the shed. Here it would have to be placed over the trolley car tracks, in allowing room for glider, elevated structures, in the streets where trolley cars run, it is customary to allow a height of eighteen feet. This gives the structure a height of four feet from the ground to the top of the shed.

It is proposed to have the trolley cars curve under the present train sheds, cutting off the end of the spans and women's toilet rooms on the Park row side. The widened where the trucks go are to be widened as much as possible. The trolley cars from the Park row side. The vehicles will keep to the extreme right of this widened road. By carrying the bicycle path over the trolley tracks, the riders can walk their wheels down the short grade from the Park row side, the road way used by trucks and the side wall of the train shed. On this spot there will be room to gather one's wits before diving into the main stream.

It is estimated by Mr. Walter J. Meserole, the civil engineer and architect, who is in office of the League of American Wheelmen and who was approached upon this subject many months ago and asked to draw up plans, that such a plan as shown in the accompanying illustration could be surveyed, estimated, made, possibly advertised by the city, and the work designed, rolled and transported to the spot and the structure completed within six months, making a liberal allowance for unexpected contingencies.

The trolley cars will be running across the Bridge in two months. It will then be a matter of danger to try to ride across the roadways as at present. Such a plan as the one here proposed could be well carried out by that time. It is a plan, new. It could be all ready for cycle traffic by the time the rush of Spring bicycling begins. It only remains for the cyclists' fraternity, through their organizations, to arise to the situation and make this project an accomplished fact.

Homeless and Hungry.
Nellie Flanagan, thirty years old, yesterday in the Lee Avenue Police Court, Williamsburg, was accused of vagrancy and remanded by Justice Kramer until today. Flanagan, daughter of the Cramer street station, early yesterday morning came across the woman in West street, New York, who was selling and declared that she had a home in a lone house, and was hungry. She was taken to the station house, where after being visited with food, she was held for vagrancy.

Still Higher.
Notwithstanding the dulness enforced by election excitement Journal "wants" gained 2,454 last week over the same week last year.



AT DR. SMITH'S JUBILEE.

Bishop Potter, of New York, and Bishop Littlejohn Preached in Flushing Yesterday.

At St. George's Church, Flushing, the fiftieth anniversary of the appointment of the Rev. J. Carpenter Smith, S. T. D., as rector, was celebrated yesterday. For over two generations Mr. Smith has been familiar to the people of Flushing, and during his whole pastorate it is safe to say he has made no enemies. He has endeared himself to the people by his genial manner and sturdy character.

The members of the congregation made extensive preparations for the event. In the morning prayer was said at 7:30. At the regular service the Rev. Dr. Smith, singing, and the Rev. A. N. Littlejohn, Bishop of Long Island, preached a commemorative sermon. At this service the costly stained glass window, which was described in Sunday's Journal, was unveiled. In the evening the Right Rev. Henry C. Potter, D. D., LL. D., Bishop of New York, presided. Both preachers spoke in highly eulogistic terms of the Rev. Dr. Smith.

On the 20th of last month the Rev. Dr. Smith celebrated his eighty-seventh birthday. He was born in Bathpage, L. I., and came to Flushing in 1847. He has been connected with the Episcopal Church. The jubilee will continue to-day and to-morrow.

ALL WANT A CYCLE PATH.

Brunswick Bicycle Club Appoints a Committee to Look After the Matter.

The plan of building a cycle path from the Albany street bridge to Livingston avenue, New Brunswick, N. J., was discussed at the annual meeting of the Brunswick Bicycle Club Saturday evening. Several members spoke in favor of the plan. No objection was advanced, and a committee, composed of Charles McCormick, William A. Miller, William H. Cooper, Dr. A. Smith and Freeman Woodbridge, was appointed to look after the interests of the cycle path.

The annual election of officers resulted thus: President, Dr. Harvey Tredell, vice-president, William A. Miller; treasurer, William Marshall; financial secretary, Albert Montau; recording secretary, Val D. M. Knapton; captain, Dr. Walter Rice; Board of Governors, Dr. Clarence M. Stuck, Charles W. Greenwood, Charles McCormick, Schuyler Van Cleef, Charles Forman; Auditing Committee, R. G. Root, Leslie Johnson and John E. Wall.

BARBER SHIFTS TO JUSTICE.

Oscar Schlichting Disarms and Commits the Journeyman Who Threatened Him.

Because William Elwell, a barber, of No. 155 East Thirty-sixth street, New York, was promised \$4 for a day's work and received only \$3.50, last Saturday night he created considerable excitement in Oscar Schlichting's barber shop, Washington street, Hoboken, by seizing a razor and threatening to cut Schlichting's throat. Schlichting was too quick for him, and after a tussle succeeded in disarming Elwell. For some time the horse has been in Cooper's stable, and on Saturday I decided to remove it to New York. I went to the stable and found no one about. I then asked a bride on my horse and was finding him away when I was arrested by the policeman.

Church 101 Years Old Yesterday.
The First Presbyterian Church, at Bloomfield, N. J., was one hundred and one years old yesterday. Rev. Charles E. Knox, a former pastor, preached an anniversary sermon at the morning service. There are only two former pastors living, Rev. H. W. Baltimore, of Baltimore, Md., and Rev. W. M. The present pastor is Rev. James Beveridge Lee.

CHAUNCEY JACOBS WAS LOCKED UP.

Arrested at Coney Island on a Charge of Stealing a Horse.

SAYS IT'S HIS PROPERTY

Had to Spend Several Hours in a Cell Until Released by a Justice.

The arrest of Chauncey Jacobs, the well-known colored hotel proprietor, politician and race horse owner, on Saturday afternoon, on a charge of stealing his own race horse Set Fast, valued at \$2,500, is considered to have been a high-handed action on the part of the police of Brooklyn. At the time of his arrest Jacobs was leading the horse through the Neck road, in the direction of the Ocean Boulevard. He was at once taken to the Sheepshead Bay police station, where he was charged with stealing the horse from Albert Cooper's stable in Sheepshead Bay.

Jacobs protested against his arrest and said that the horse was his property, and showed a bill for feeding the animal which he had paid. It availed him nothing, however, and he was sent to the Coney Island station for safe keeping, where he was locked in a cell. At 11 o'clock p. m. Sergeant Sparkley happened to go to the cell and, at Jacobs's request, sent a telegram to Mr. Warr's Lewis, notifying him of his arrest. An hour later Mr. Lewis and several other sporting men drove up to the station house and went in to see Jacobs. Sergeant Crow was asked to accept bail, but he declined, saying that it was a felony and that nothing short of a justice's bond could release the prisoner. A few minutes later Justice Flinnery was aroused from his sleep, and he went to the station house and accepted Mr. Lewis's bond.

Jacobs was arraigned before Justice Now, in the Coney Island Court yesterday morning to answer the charge. Justice Flinnery appeared at his counsel, and several well-known sporting men were present. Clerk Gardiner read the complaint charging Jacobs with grand larceny by stealing the horse. Through his lawyer, Jacobs pleaded not guilty, and the case was set down for this morning at the request of the prisoner. He was released on Mr. Lewis's bail.

In speaking of his arrest, Mr. Jacobs said: "My arrest was a big surprise to me and an outrage. For some time the horse has been in Cooper's stable, and on Saturday I decided to remove it to New York. I went to the stable and found no one about. I then asked a bride on my horse and was finding him away when I was arrested by the policeman. "I told him that the horse was my property and that I had owned him for four years, but still I was locked up. I can only account for all the trouble by saying that some person saw me taking the horse, and thinking that I was stealing it, he called the police."

horse, and thinking that I was stealing the animal, caused my arrest."

At the Sheepshead Bay station, the Sergeant said: "The man was charged with grand larceny, and the fact of his having money, diamonds and fine clothes did not enter into the case. He was locked up the same as any other man would be on a similar charge."

If there is no complaint in court this morning, Jacobs will be discharged.

BROOKLYN "CITS" AGAIN.

Secretary Terry Says the Union Is Still Loyal in Spite of Having Been Ignored.

The Citizens' Union of Brooklyn has taken up the Seth Low flag which the Committee of Fifty dropped and now announces that it also carried the banner throughout the campaign.

The Union is five years old and consists of A. A. Morrison, president; Eliphaz B. Terry, secretary; J. J. Morrison, treasurer; William P. Ferguson, chairman Campaign Committee.

When the Committee of Fifty was formed these gentlemen protested that they already had a Citizens' Union in Brooklyn, but in the political turmoil they were overlooked. They maintained headquarters, however, and a Low banner indicated that in spite of being turned down they were loyal to their candidate.

For the sake of their candidate they maintained harmony with the city, but yesterday Secretary Terry issued a notice to the effect that the Union proposes hereafter to nominate its own candidates to represent its principles and will be, as its 63,000 votes cast in Kings County alone attest, in a position to carry them. It is a union without interference of a committee of partisans.

CHINAMAN'S ROUGH LUCK.

How Sin Lee Came to Lose the Man Who Robbed Him.

While Sin Lee, a Chinese laundryman at No. 1112 De Kalb avenue, Williamsburg, was finishing his work early yesterday morning an unknown man, about thirty years old, entered and, going behind the small counter, took \$20 from the till. The thief was so cool in his act that the Celestial for a few minutes didn't realize what was going on.

When the thief started for the street he jumped on him. A struggle ensued, and while the laundryman was holding on to the thief with a tight grip and shouting for help the thief was continually punching him.

Another man, who said he was Ralph Grove, twenty-four years old, of No. 1034 De Kalb avenue, went up to Lee and dealt him a violent blow in the face. It caused the laundryman to let go his hold on the thief, who succeeded in escaping. A policeman of the Ralph avenue station arrested Grove and took him to the police station, where the prisoner declared that he was under the impression that Lee was beating a man without provocation. A charge of assault was made against him and he was locked up.

Later Grove was arraigned in the Gates Avenue Police Court and the hearing was adjourned until today.

His heart is light, and on his lips a cheerful smile doth lurk: For through a winning Journal "want" He got some steady work.

ON BEECHER AND HIS INFLUENCE.

Dr. Berry, of Wolverhampton, England, Preaches in Plymouth Church.

COMPARED WITH LUTHER.

High Mead of Praise Awarded the Famous Theologist for His Teachings.

When Henry Ward Beecher died the congregation of Plymouth Church cast its eye around the world to find a man fit to be his successor. A call was extended to Dr. Charles A. Berry, of Queen City Chapel, Wolverhampton, England, but Dr. Berry could not be induced to leave his work on the other side. Still there has always existed the warmest feeling between the noted divine and Plymouth.

Dr. Berry is now in this country in the interests of international arbitration, and he preached in Beecher's old pulpit both morning and evening yesterday. The occasion was particularly appropriate, it being within less than a week of the fiftieth anniversary since the installation of Mr. Beecher. The old church was crowded to the doors. People were admitted by ticket, but even then there were numbers who had to be turned away.

"Beecher's influence on the Thought and Preaching of England" was the text of Dr. Berry's remarks in the morning. He said in part: "Henry Ward Beecher was seldom seen and seldom heard by the great masses of the people in my country. His influence was the influence of thought when reduced to the cold and lifeless level of a printed page. During his life he came under the sweet influence of a whole host of new thinkers and new workers, and yet among them all, not hindering, but foremost, was the man who was the pastor of this church."

The first place, perhaps, Beecher's greatest work was that he helped to bring back Christianity to the realization and enjoyment of the living Christ. Beecher's work has been to open men's eyes to the fact that He who makes the heart to glow, He who lifts the hope and purpose of His Christendom, is no dead letter, but a living God, who sits on the throne, descends to us."

Mr. Berry declared that the Catholic Church, which he said was doing much to make things bright and beautiful, placed itself between the believer and his Lord, and taught men to look for Christ in a sensuous sacrament.

"When Luther arose," the preacher said, "to smite the shackles of the Catholic Church from the neck of Christendom, almost men put the Bible where the Pope had been, causing men to think that in this book lay the whole of Christianity, and that Christ or learn anything about Him."

"So the church struggled on under these false conceptions and the same method, out for the living God, and foremost among those to interpret this cry of the heart and to guide men to the living Savior, was Henry Ward Beecher."

"Out of this great truth came another truth—that the sources of theology are not to be found in the writings of the dead, but in the living Christ. So Beecher's theology was not made up out of books; it was the living interpretation of facts he observed and experiences he shared."

"Beecher has influenced the whole spirit of theology and the whole attitude of Christendom. He was the influence of heaven."

The Rev. Dr. Lyman Abbott introduced Dr. Berry and sat on the platform during his sermon. He read a cable message of congratulation from Dr. Berry's church, the Queen Street Chapel, to the Plymouth congregation.

ITS FIRST ANNIVERSARY.

Holy Trinity Lutheran Church of Jersey City Celebrates It.

The first anniversary of the English Evangelical Lutheran Church of the Holy Trinity, Jersey City, was celebrated last night. Addresses were made by Mayor Hoos, of Jersey City; ex-Mayor Schieren, of Brooklyn; E. E. Eliert, president of the Lutheran League of America, and Dr. Luther Albert, of Philadelphia.

The church, the first of its kind in Hudson county, occupies quarters at Montgomery street and Jersey avenue. It was organized by the Rev. Eugene E. Nendewitz, the work began September 27, 1896, and the congregation was organized November 8, that year, with fifty-nine charter members. The membership now reaches nearly the two hundred mark, and is increasing very rapidly.

The Sunday-school, organized October 4, with twenty-eight scholars and four teachers, has a membership of 100, with sixteen teachers and officers. The president of the school is Charles Lohmann. The present church is being conducted in the old Broadway house of the late Governor Abbott, but Pastor Nendewitz says this place is only temporary, as he is now looking around for suitable lots to begin building a church of their own.

WORTH CUTTING TRIES TO BLOCK THE TIOGAN'S PLAN OF REORGANIZATION IN KINGS.

THE FIGHT WILL BE CLOSE. Test Will Be on the Question of Adopting the Assembly District System.

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FOUND DEAD IN A BARN.

Man Known in Far Rockaway as Baxter Succumbed to an Attack of Hemorrhage.

Thomas Dagmar, or Baxter, as he was known at Far Rockaway, was found dead in a barn at that place yesterday morning. Baxter went to Mr. Pickard on Saturday night and said he was feeling bad and asked permission to go in the barn to sleep. A he did not appear yesterday morning, some one went to investigate and found the man dead. He had worked for Pickard last Summer, but had not been employed lately. It is stated that Baxter had a married sister living in Myrtle avenue, Brooklyn. Coroner Goolds had the body removed to the Inwood Morgue, and will hold an inquest next Friday night. A doctor examined the body and said that death was due to hemorrhage of the lungs. This was about forty years of age.

RAILROAD EMPLOYEES' FAU

Engineer and Conductor Arrested Causing a Laborer's Death.

Tony Claffo, an Italian laborer, was run down by a Long Island Railroad train at the corner of Atlantic avenue and Barbey street, Brooklyn, Saturday, died of his injuries at St. Mary's Hospital yesterday.

William Seaman, the conductor, and John H. Yerkey, engineer, of the train, were arrested yesterday on a charge of criminal carelessness. Claffo was working on the tracks, and it is alleged that he was not properly warned of the train's approach.

Ran Over Her and Drove Off.

Fourteen-year-old Mamie Burke, of No. 376 South Fourth street, Williamsburg, was severely injured Saturday night at Hooper street and Broadway by a horse attached to a lugger, in which were two men. After the girl had been run over and trampled upon by the horse the driver whipped up the animal and escaped. The girl had several bad lacerations, which were bandaged by an ambulance surgeon, after which she was taken home.

Brooklyn Amusements.

GAYETY MATINEES MONDAY THURSDAY SATURDAY

PLAYING THE BEST ATTRACTIONS. 50c AT POPULAR PRICES. A GOOD ORCHESTRA CHAIR 50c

MATINEE, TO-DAY.

MR. FRANK L. PERLEY PRESENTS

THE SPORTING DUCHESS.

LAST TIMES IN BROOKLYN OF THE FAMOUS ALL-STAR CAST.

ROSE COOGLAN, J. H. STODDART, As the Sporting Duchess.

CORA TANNER, HARRY LACY, FFOULLEY PAGET, LOUIS MASSEN, AND OVER 100 OTHERS.

COMPLETE ORIGINAL PRODUCTION, INCLUDING

THE GREAT DERBY RACE.

THE Girl I Left Behind Me.

PARK MATINEE EVERY DAY.

The family theatre of Brooklyn.

THE PARK THEATRE STOCK CO.

in an elaborate production of

THE FATAL CARD.

by Haddon Chambers and B. C. Stevenson. Grand Scenery. Elegant Appointments.

Produced under the direction of

JACK C. HUFFMAN,

with a cast including

EVERY MEMBER OF THIS ALL STAR

CAST.

PRICES:

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THE ENTIRE CAST, 10c.

FIRST SERVED.

HYDE & BEHMAN'S

THE RESORT OF LADIES AND CHILDREN.

MATINEE EVERY DAY.

RUSSELL BROTHERS, MEDICAL.

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RUSSELL BROTHERS.

The Great Scenery.

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Singing and Dancing Comedians.

LIZZIE B. RAYMOND.

The Popular Vocalist.

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Musical Blacksmiths.

THE DILLONS.

Singing Comedians.

THE FREMONT.

The East Side Couple.

HEIR GRAIS.

with his Balloons and Monkeys.

GRAND MATS. WED. AND SAT.

JAMES J. CORBETT

IN

A NAVAL CADET."

Next Week—Primrose and West's Minstrels.

Montauk Theatre.

LAST WEEK MATS. WED. AND SATURDAY.

MR. E. S. WILLARD.

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